

AIRFIELD NAME		December 24		LONDON GATWICK		EGKK		South	
CALLSIGN RADIO		Gatwick Tower					124.230		
CALLSIGN ATC		EGKK_TWR					Ground. 121.805		
LOCATION		Lat N051.08.53.000		Long W000.11.25.000		Elev.203 ft			
LOCATION GEO.		2.7nm N of Crawley, 24.7nm S of London					Conspicuity 3750		
CHART SOURCE		NATS; VAT-UK		ILS/ IGG/IWW 110.900MHz		App./Dir.		QFE= QNH-6 HPscs	
METAR AIRPORT		EGKK 136.525		GE Outer marker 28L; 338 KHz		118.950		Del. 121.955	
NAV AIDS		NDB/ GY, GE		GY Outer marker 28R; 365 KHz		126.825		Planner 134.230	
RUNWAY		Headings		Dimension		Surface			
		08R / 26L		3316m x 45m		Grooved Asphalt + 15M paved edges			
		08L / 26R		2565m 45m		Grooved Asphalt + 7.5M paved edges			
AIRSPACE		CLASS D CTR		Transition level A6000ft		Airspace above is Class A, London TMA, A2500+			
CIRCUITS		1000ft QFE;		AS DIRECTED, Circuits as per zone entry, NO RUNWAY CROSSING or OHJs					
NO FLY		Any built up area below 1000ft, or as directed.							
LOCAL HAZARDS		IFR AIRCRAFT! Complicated taxiways – recommend request Southern Maintenance Area							
HELICOPTER OPERATIONS		ALL A/C Must ARRIVE/DEPART via the Runway, then taxi/air taxi to adjacent stand as instructed. NB you MAY be refused to Join. OR AS DIRECTED BY ATC. Normally (VFR) Main Runway.							
SPECIAL RULES		VFR A/C inbound (and transiting) Report to ATC at one of the VRPs below. CONTACT at LEAST 10-12dme Your approach, and join will be as INSTRUCTED BY ATC. LISTEN. Especially if BOTH runways are in use. VFR transits are dependent on traffic density at EGKK. See notes on last page Zone entry normally Not Above 1500ft QNH. NEVER above 2400ft QNH.							
REMARKS Remember, IFR takes precedent over GA/VFR. Listen to instructions, ask for advice, if needed.									
1. Gatwick now has 2 licensed runways. Both will be used in peak periods. IFR-Departures only (non-'Heavy' A/C) from 08L/26R. On VATSIM ATC Might (for convenience) depart and land A/C on either Runway. LISTEN CAREFULLY.									
2. ALL A/C must report to Delivery for CLEARANCE AND STARTUP. STATE A/C type; Callsign; Location/stand number and ATIS code received. DO NOT START until cleared to do so. If wanting a non-standard departure hold, request it on first contact. DO NOT REQUEST TAXI UNLESS READY TO MOVE, WITHOUT DELAY.									
3. YOU WILL NOT BE CLEARED TO DEPART SVFR if Visibility is less than 4Km or cloud base is less than A1000ft									
4. Always load maximum fuel before departure, IFR Takes Precedent - You could be holding for a long time!									
5. TAXIING. Make sure you know your route OR ASK FOR ASSISTANCE , any conflict, guess who will disconnect! When given take-off clearance MOVE AT ONCE, ATC may be using a very short gap!									
6. Make sure your flight plan uses the nearest VRP for your route. You may be ONLY departed North or South.									
7. ATC will enable VFR transits of EGKK, if traffic allows. see and use the notes below.									
8. A/C flying within 10nm of EGKK - REMAINING OCAS. Tune Director on 126.825 (or EGKK_APP) and set Listening Squawk 7012. See Chart below for specific area involved.									
9. Gatwick is one of VATSIM-UK's main ATC training A/Ps. If you are refused a service, don't argue. It could be the students first training session, or first really heavy traffic experience.									
10. Finally, think ahead, expect the unexpected, ask for help if needed and enjoy the challenge.									
You will need to file (and receive clearance for) a Special VFR Flight (SVFR), within Gatwick Zone. You will be under RADAR control. Expect to leave the zone via one of the 5 VRPs listed below. OUTBOUND: Ask for clearance to Taxi or Take-off ONLY if ready to proceed at once.									
INBOUND: Make contact at least 10nm from the zone boundary. Expect to enter the zone via one of the VRPs below. ALSO, if Gatwick is busy expect to orbit inside or outside the zone. If entry refused, go around, maintaining OCAS									
MOST IMPORTANT: if you need help ASK. - If you cause a problem with IFR traffic, YOU will be asked to disconnect.									

NOTE VRPs 6, 7 and 8 Normally used by Redhill.

6. Godstone – 7nm 040 7. Godstone Railway Station 6nm 053 8. M25/M23 Junction – 7nm 021

Standard transit VFR; Standard arrival 08/departure 28; Standard arrival 28/departure 08.

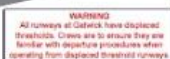
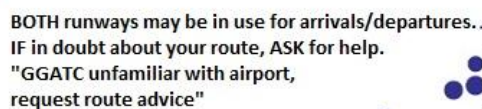
NOTES ON THE TRANSFER OF CATHOLIC

On Vatsim, EGKK is usually very busy. Most EGKK controllers will give you a Zone Transit.

1. Put in your flight plan (remarks) **EGKK ZONE Transit.**

You MUST do a South to North EGKK transit and then join Redhill as per Redhill Data sheet.

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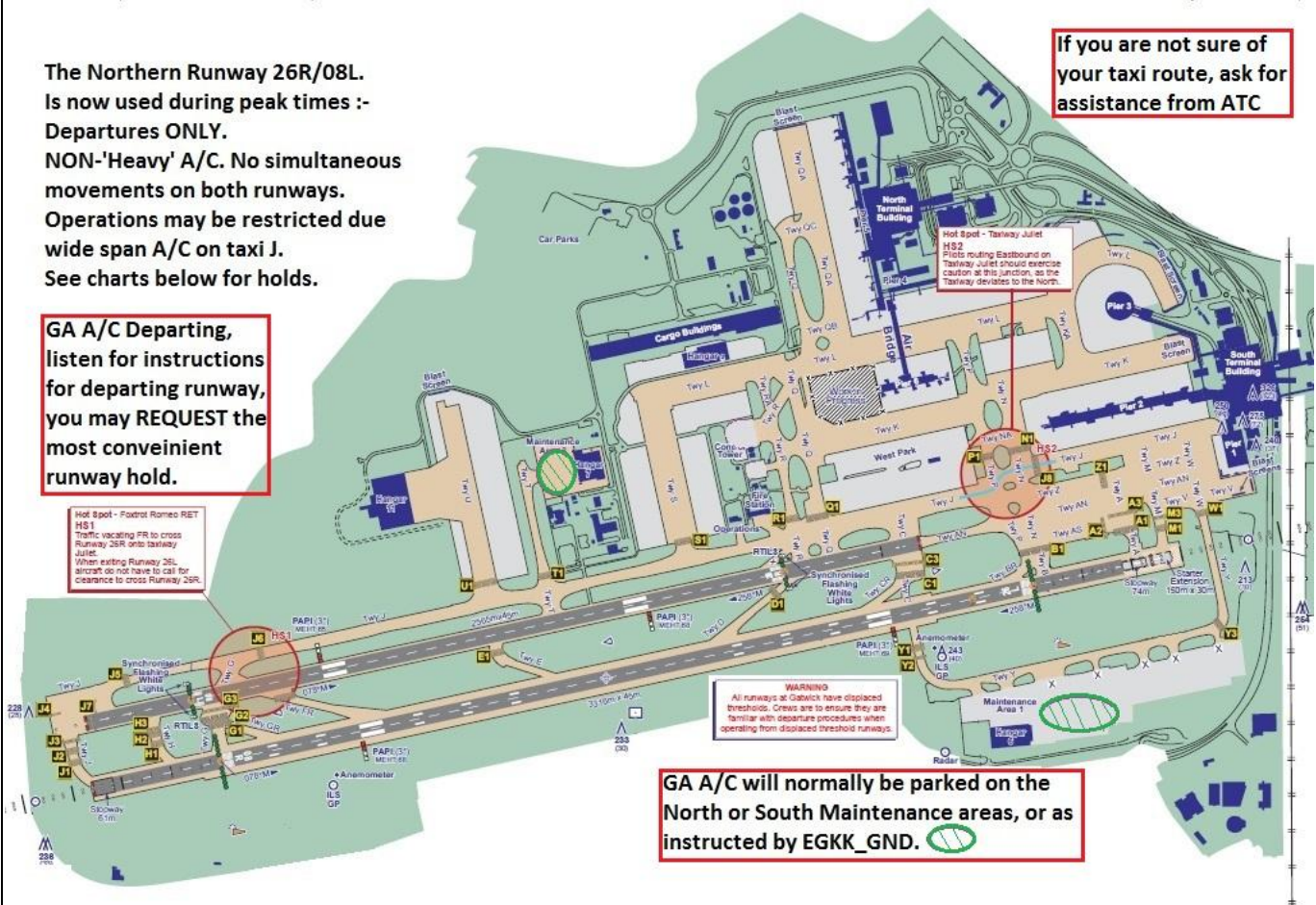


The Northern Runway 26R/08L.
Is now used during peak times :-
Departures ONLY.
NON-'Heavy' A/C. No simultaneous
movements on both runways.
Operations may be restricted due
wide span A/C on taxi J.
See charts below for holds.

If you are not sure of
your taxi route, ask for
assistance from ATC

GA A/C Departing,
listen for instructions
for departing runway,
you may REQUEST the
most convenient
runway hold.

Hot Spot - Foxrot Romeo RET
HS1
Traffic vacating PR to cross
Runway 26R onto taxiway
Julet.
When exiting Runway 26L,
aircraft do not have to call for
clearance to cross Runway 26R.



GA A/C will normally be parked on the
North or South Maintenance areas, or as
instructed by EGKK_GND.

Space for your notes

ALL PILOTS: PLEASE PUT YOUR A/C CALLSIGN AFTER YOUR NAME.